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PHOTOGRAPHIC INTELLIGENCE MEMORANDUM

COASTAL DEFENSE RAILROAD SITES  
BALTIC SEA COAST, USSR



HTA-M34-57

31 MAY 1957

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COASTAL DEFENSE RAILROAD SITES  
BALTIC SEA COAST, USSR

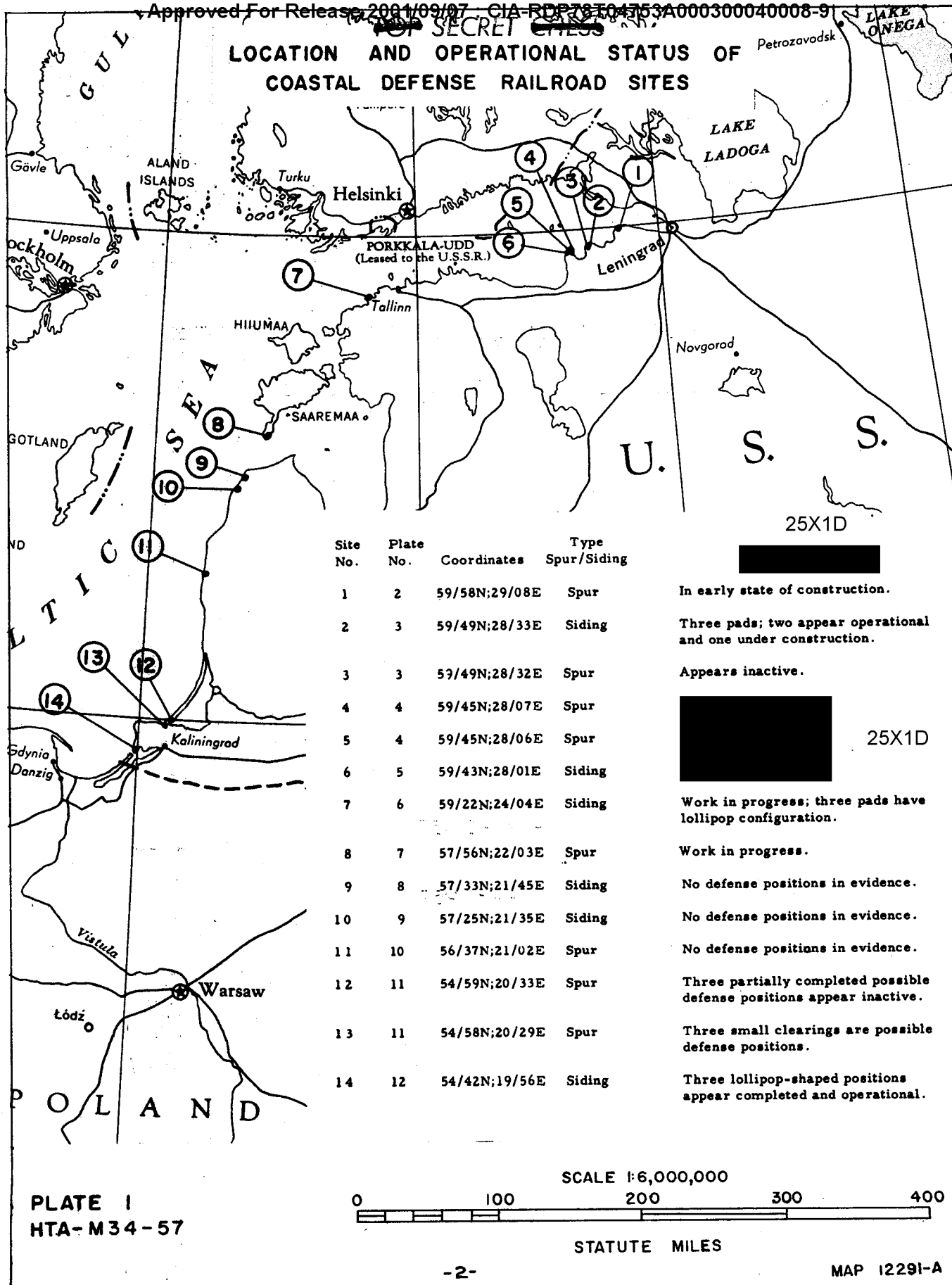
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# LOCATION AND OPERATIONAL STATUS OF COASTAL DEFENSE RAILROAD SITES



Site No.	Plate No.	Coordinates	Type Spur/Siding
1	2	59/58N;29/08E	Spur
2	3	59/49N;28/33E	Siding
3	3	59/49N;28/32E	Spur
4	4	59/45N;28/07E	Spur
5	4	59/45N;28/06E	Spur
6	5	59/43N;28/01E	Siding
7	6	59/22N;24/04E	Siding
8	7	57/56N;22/03E	Spur
9	8	57/33N;21/45E	Siding
10	9	57/25N;21/35E	Siding
11	10	56/37N;21/02E	Spur
12	11	54/59N;20/33E	Spur
13	11	54/58N;20/29E	Spur
14	12	54/42N;19/56E	Siding

In early state of construction.

Three pads; two appear operational and one under construction.

Appears inactive.

Work in progress; three pads have lollipop configuration.

Work in progress.

No defense positions in evidence.

No defense positions in evidence.

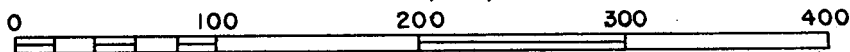
No defense positions in evidence.

Three partially completed possible defense positions appear inactive.

Three small clearings are possible defense positions.

Three lollipop-shaped positions appear completed and operational.

SCALE 1:6,000,000



STATUTE MILES

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## COASTAL DEFENSE RAILROAD SITES

### BALTIC SEA COAST, USSR

25X1D This memorandum treats 14 possible coastal defense railroad sites along the Baltic Sea and Gulf of Finland coasts of the USSR, which are covered by available photography. 25X1D Eleven sites are covered by [REDACTED]. Of the eleven, only three (No. 2, 3, and 7) are known to have been in existence prior [REDACTED] and five (No. 1, 8, 10, 11, and 14) have definitely been established since that time. Construction at the other three sites (No. 9, 12, and 13) cannot be dated since two were heavily cloud covered on World War II photography, and one was not covered.

In addition to the eleven covered by [REDACTED] three more sites 25X1D on which only World War II photography is available have been included because of their possible defensive significance.

Generally the sites are located in isolated areas in dense woods. No cleared field of fire is observed associated with any of them. Clearings and pads which can be distinguished in connection with the sites are usually track centered. None has gun emplacements that are discernible. At only five sites (No. 1, 2, 7, 8, and 14) is there indication of either construction or possible operational status.

25X1D Sites No. 5, 7, and 14 contain positions distinctly different from the others in that they have the "lollipop" configuration. At Site No. 5, which is covered only by [REDACTED] the positions had a "lollipop" configuration, though the shape of the pad associated with the stem was octagonal rather than round.

25X1D At Site No. 7 the positions, which had irregularly-shaped pad areas and definite stems [REDACTED] now have a regular "lollipop" configuration. The construction activity at this site indicates possible modification of these World War II positions for missile use. 25X1A

Site No. 14 is further distinguished by the fact that it is the only one known to have been constructed since World War II which appears complete and possibly operational. [REDACTED]

A detailed analysis and annotated photograph of each site follows.

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GULF OF  
FINLAND

SHEPELEVO

ROAD

SPUR TRACK

PIER

LAKE  
GOROVALDAYSKOYE

SITE NO. 1

WOODS

SITE NO. 1 59° 58' N, 29° 08' E

APPROX. SCALE: OBLIQUE

25X1D

PLATE 2

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SITE NO. 1

25X1D No indication of a coastal defense position appears on [REDACTED] 25X1D  
25X1D coverage of this area. [REDACTED] shows a possible coastal defense position in an early stage of construction located about one mile southwest of Shepelevo on a narrow strip of land that separates the Gulf of Finland and Lake Gorovaldayskoye. A clearing and earth scars are visible.

Spur track from the vicinity of Pulkovo skirts the lake to the north and west and terminates at the possible defense position. A nearby pier, a section of which appears to be under repair, may be associated with work on the possible defense position.

Poor image detail, cloud cover, and location of the site at the extreme outer limit of oblique photography preclude more detailed interpretation.

# KOLGOMPYA

ROAD

THREE PADS, TWO APPEAR  
OPERATIONAL, ONE UNDER  
CONST.

U/C

SITE NO. 3  
APPEARS INACTIVE

TRACKS  
270' APART

SITE NO. 2 59° 49' N, 28° 33' E  
SITE NO. 3 59° 49' N, 28° 32' E

25X1D

APPROX. SCALE 1:17,000

PLATE 3  
A-M 34-57

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SITES NO. 2 and 3

Sites No. 2 and 3, which are situated about a mile apart in the area south of Kolgompaya, are covered by both [REDACTED] Each faces seaward in a NNW direction and is approximately a mile from the coast. 25X1D

25X1D [REDACTED] Site No. 2 consisted of three track-centered pads on the outside track of a double-track siding. In the center of one pad there was a probable 50-foot-diameter turntable. On [REDACTED] two of the three pads have been altered in shape and are now square. They appear operational, but there is no cleared field of fire in the woods surrounding this site. The third pad is less clearly defined and seems to be under construction. 25X1D

25X1D [REDACTED] Site No. 3 consisted of seven square-shaped pads located on four parallel tracks. On [REDACTED] a considerable part of each pad as well as sections of the track are overgrown with vegetation, indicating that the site is inactive.

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SITE NO. 4

SEVEN PADS WERE UNDER  
CONSTRUCTION

APPROX.

1800

TO 1600

SITE NO. 5

THREE PADS WERE UNDER  
CONSTRUCTION

25X1D

SITE NO. 4 59° 45' N, 28° 07' E

SITE NO. 5 59° 45' N, 28° 06' E

APPROX. SCALE 1:12,400

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SITES NO. 4 and 5

Sites No. 4 and 5, which are located on the northern end of the peninsula between Narva and Luzhskaya Bays, are covered only by [REDACTED] graphy.

25X1D

At Site No. 4 seven rectangular-shaped pads, each about 90 by 55 feet, were centered on four parallel tracks which were spaced about 250 feet apart.

Site No. 5 consisted of three positions having a "lollipop" configuration. Each pad was octagonal in shape and measured approximately 160 by 160 feet over-all. Each projecting stem was about 240 by 60 feet. Although this site appears to have been nearly completed, there was no indication of coastal artillery or other defensive equipment in any of the positions.

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25X1D

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TISKOLOVO

GULF OF  
FINLAND

SITE NO. 6  
THREE POSITIONS IN  
EARLY STATE OF CONSTRUCTION

SITE NO. 6 59° 43' N. 28° 01' E

APPROX. SCALE 1:9,000

25X1D

PLATE 5  
HTA-M34-57

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SITE NO. 6

25X1D Site No. 6, which is located less than a mile inland from the coastal settlement of Tiskolovo and approximately 3.3 nautical miles south of Site No. 5, is covered only by [REDACTED]. At that time the site consisted of three irregularly-shaped, track-centered clearings situated on a siding west of the main north-south rail line. The over-all measurements of each clearing are about 140 by 140 feet, and the distance between adjacent ones is approximately 350 feet.

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EARLY STATE OF  
CONSTRUCTION

SITE NO. 7

THREE "LOLLIPOP"—SHAPE  
POSITIONS, TWO NEAR COMPLETION  
AND ONE IN EARLY STATE  
OF CONSTRUCTION

NEW TRACK

NEW BUILT-UP  
AREA

PALDISKI BAY

25X1D

NO. 22-N, 24° 04'

SCALE: OBLIQUE

PLATE 6

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SITE NO. 7

Site No. 7, which is situated about 1.6 nautical miles north of Paldiski, consists of three defense positions. On [REDACTED] the positions have a crude "lollipop" shape, with irregular pad areas but definite stems. [REDACTED] the same positions, which are track-centered, have a regular "lollipop" configuration. Two seem near completion and the third is in an earlier stage of construction. The pad area in each clearing is 140 feet across and contains a probable turntable 50 feet in diameter. A stem 250 feet long and 35 feet wide extends from each pad.

25X1D

25X1D

25X1D

Changes in the vicinity since [REDACTED] include a newly built-up section adjoining the town of Paldiski on the northwest and a northward extension of the railroad from the west end of the siding at Site No. 7. This new track runs along the west and north coasts and has a siding near its end. The newly built-up section covers an area 5300 by 1000 feet and contains approximately 95 buildings.

The existence of these track-centered positions, each containing a probable turntable indicates that they are intended for coastal defense. However, the unfinished appearance of two positions coupled with the incompleteness of the third suggest that they are not operational.

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MAEBE

SORVY PENINSULA

25X1D

U/C

SITE NO. 8

THREE POSITIONS UNDER  
CONSTRUCTION

GULF OF  
RIGA

SITE NO. 8 57° 56' N 22° 03' E

APPROX. SCALE 1:40,000

25X1D



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SITE NO. 8

Site No. 8 is located on the Sorve peninsula of Saaremaa Island, over-  
looking Domesnes Strait. Photography of [REDACTED] shows that the site was not  
in existence at that time. On [REDACTED] it consists of two track-  
centered, rectangular clearings, each about 150 by 50 feet, situated at the  
end of a spur that extends southwest from the Maebe area. The western part of  
the installation was still under construction at the time of the photography.

Although this site is logically oriented for coastal defense purposes,  
object details cannot be discerned on the single small-scale, oblique photo-  
graph. To improve the quality of the accompanying graphic, this site is  
overprinted on a [REDACTED] of the area.

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25X1D

SITE NO. 9 57° 33' N, 21° 45' E

APPROX. SCALE: OBLIQUE

BALTIC SEA

SITE NO. 9  
NO PADS OR DEFENSE  
POSITIONS IN EVIDENCE

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SITE NO. 9

25X1D Site No. 9, which is located approximately two and one-half nautical miles northeast of Jaumupe, is not covered by World War II photography. On [REDACTED] this site consists of a siding, apparently without pads or defense positions. Like several other sites, it is located in an area covered by dense woods.

Though scale and obliquity of the photography preclude detailed interpretation, the isolation of the site and its orientation roughly parallel to the coast suggest that it may be an intended coastal defense installation. However, the apparent lack of defense positions or of any observable activity at the site indicate that it is not operational.

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BALTIC SEA

SITE NO. 10  
NO DEFENSE  
POSITIONS IN  
LANDSCAPE.

SITE NO. 10 57° 25' N, 21° 35' E

APPROX SCALE 1:17,000

25X1D

VENTSPILS

PLATE 9

HTA-M 34-57

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SITE NO. 10

Site No. 10 is located 2300 yards north of Ventspils and 1050 yards in- 25X1D  
land from the nearest coast. On [REDACTED] which partially covers this 25X1D  
site, no gun emplacements or defensive preparations are in evidence. On [REDACTED]  
[REDACTED] the site consists of a siding 1170 yards long without de-  
fense positions. It is situated in a dense woods, and sections of the rail-  
bed are overgrown with vegetation.

The lack of defense positions and absence of observable activity at the  
site indicate that it is not operational and the encroachment of vegetation  
suggests that it has been abandoned.

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BALTIC SEA

SITE NO. II

NO DEFENSE POSITIONS

IN EVIDENCE

25X1D

LIEPAJA

NORTH AREA

SITE NO. II 56° 37' N, 21° 02' E

APPROX. SCALE 1:17,000

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HTA-M34

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SITE NO. 11

25X1D

25X1D

Site No. 11 is situated about three and one-half nautical miles north of the Liepaja naval base. Photography of [REDACTED] shows no installation at this location. On [REDACTED] this site consists of a siding, apparently without defense positions. However, earth scars suggest recent construction activity.

North of Liepaja and between it and Site No. 11, there is a military barracks and storage area which contains considerable trackage and a number of other sidings. These facilities suggest the alternative possibility that the site may only represent a northward expansion of the military area.

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SITE NO. 12

THREE PARTIALLY COMPLETED  
POSSIBLE DEFENSE POSITIONS,  
APPEAR INACTIVE.

25X1D

BALTIC SEA

TOWER

KURISH KHA  
BAY

SITE NO. 13

THREE SMALL CLEARINGS  
INDICATE POSSIBLE  
DEFENSE POSITIONS.

ZELENOGRADSK

SITE NO. 12 54° 59' N, 20° 33' E  
SITE NO. 13 54° 53' N, 20° 29' E

APPROX. SCALE 1:17,000

PLATE 1  
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SITES NO. 12 and 13

Site No. 12 is situated about 2.3 nautical miles northeast of Zelenogradsk, and Site No. 13 parallels the coast just north of Zelenogradsk. The area in which these sites are located was covered by [REDACTED] but no 25X1D interpretation is possible because of heavy cloud cover.

25X1D On [REDACTED] Site No. 12 consists of a siding with three track-centered clearings overgrown with vegetation. No usable measurements of these clearings can be obtained because of their irregular shape and ill-defined outline. A tower, located southwest of the siding, is the only nearby object that merits mention. The overgrown appearance of the clearings suggests that these positions were probably established during World War II. Furthermore, the apparent lack of activity at the time of photography indicates that the site is abandoned.

K1 On [REDACTED] Site No. 13 consists of a rail spur with three cleared areas between the tracks. These clearings, which may be defense positions, measure approximately 35 feet in diameter and are spaced 120 feet apart. Lack of stereo cover precludes possibility of detailed interpretation. It is therefore not possible to determine their purpose or current operational status.

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SITE NO. 14

THREE LOLLIPOP-SHAPED  
PORTIONS APPEAR OPERA-

TIONAL

GULF OF  
DANZIG

WOODS

TOWER

WOODS

NEW SPUR

25X1D

SITE NO. 14 54° 42' N 19° 56' E

APPROX. SCALE 1:17,000

MILITARY  
TRAINING AREA

SALTYSK

FISCHAUSENER BAY

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## SITE NO. 14

25X1D

25X1D

Site No. 14 does not appear on [REDACTED] covering the area. On [REDACTED] it consists of three track-centered "lollipop" positions located on a siding in a wooded area 2.8 nautical miles north of Baltiysk. Each circular pad is 155 feet in diameter and has a protruding stem 200 feet long and 35 feet wide. In the center of each pad there appears to be an object measuring 15 to 20 feet across and with some evidence of height. However, poor definition of shadows due to haze and clouds precludes identification of this object. The railroad now serving the site is an extension of trackage that originally ended in an ammunition storage area 3400 yards farther south.

Nearby, to the south and southwest, are two towers, a rail siding, and a rail spur. One tower rises above the trees 600 yards southwest of the site. 25X1D The other is situated about 3100 yards southwest of the site and about as far from the shore as the first tower. Both towers are new [REDACTED] Also south of the site, at a distance of about 1450 yards, is a siding approximately 640 yards long. At the time of photography it appeared to contain seven boxcars, each 45 feet long, and four other cars, each about 35 feet long. Approximately 1300 feet south of the site a short, newly constructed spur leads eastward off the main track into a small wooded area.

25X1D

Heavy clouds cover much of the area north of the site. However, in this vicinity, between the new track and the coast, there is a revetted storage area which appears on both [REDACTED] Also north of the site, there are nine small, closely-spaced buildings along the railroad serving the main site. These buildings have been constructed [REDACTED]

25X1D

25X1A

Recent construction activity and the numerous installations in this area strongly suggest that this site is operational. [REDACTED]

25X1A

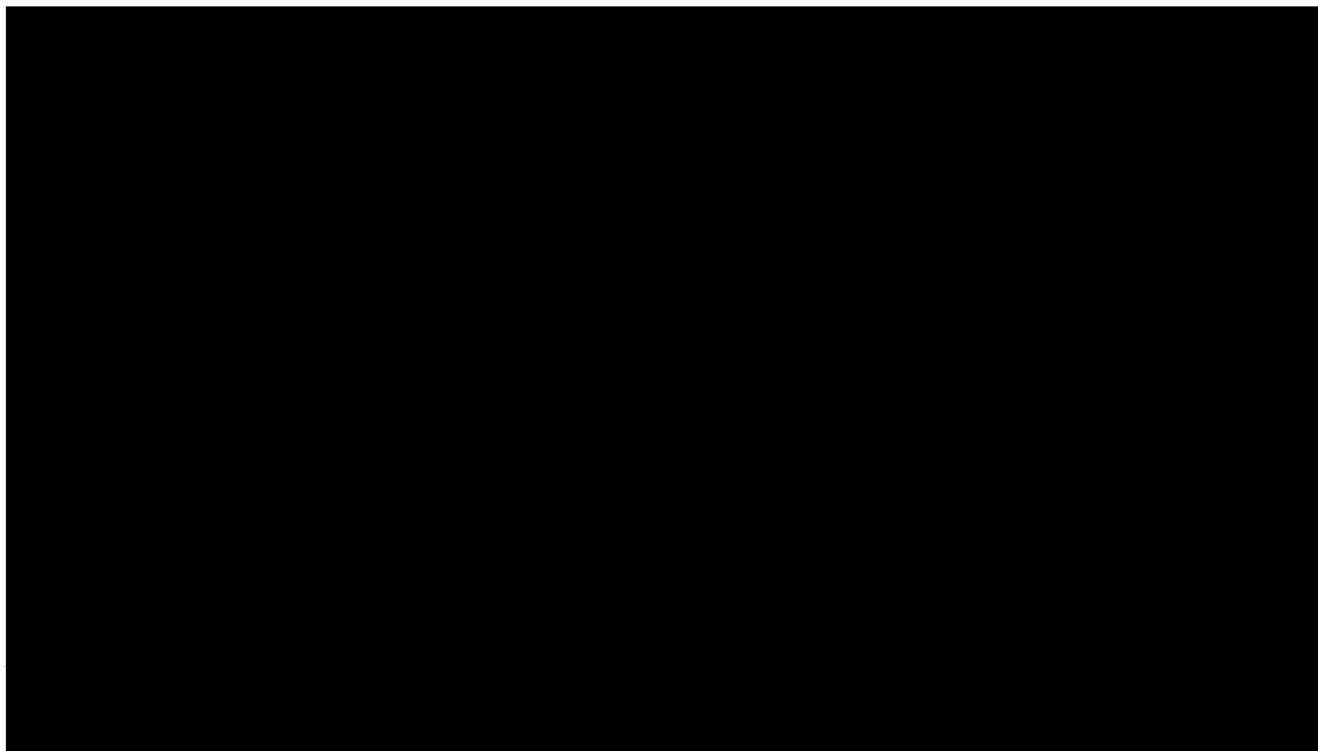
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REQUIREMENT: Prepared in answer to HTA/SI/R72/56, HTA/SI/R47/56, and RR/HTA/E/R113/56, requesting confirmation of reported coastal defense railroad sites. Include sketch of each site.

25X1D



REFERENCES:

25X1A

Target Mosaics:



Maps

: AMS. Series N501, Sheets 35-3, 34-8, 34-9, 34-11.  
AMS. Series M651, Sheet J14.  
AMS. Series M852, Sheet 1089.  
USAF. Pilotage Charts 153A, 153B, 153D.

25X1C

[Redacted]  
World Aeronautical Charts 152, 153, & 169.

Other

: Army. IPIR-10-56, Coastal Defense Railroad Sites,  
22 October 1956.  
Navy. NTP00039, Baltiysk, September 1956.

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